



# Michigan Department of Transportation

## Context Sensitive Design Stakeholder Workshop June 15, 2004



# Context Sensitive Design

MDOT is committed to Context Sensitive Design and stakeholder engagement

- **Use of CSD approach in today's workshop**
- **Recruited a nationally recognized team to facilitate the workshop**
- **Dedication of staff and leadership support**



# Context Sensitive Design

## Today's Workshop Focus

- **Broaden understanding of CSD**
- **Share perspectives on opportunities and barriers to CSD in Michigan**
- **Identify common interests**
- **Prioritize focus areas for policy, procedure and guideline development**



# Context Sensitive Design

## Why are we here today?

- **To make Michigan a better place to work and live**
- **To continue the enhancement of Michigan's transportation system**
- **To build relationships**



# Context Sensitive Design

## Governor's Directive

- **Stakeholder involvement in policy setting**
- **Requires education of MDOT staff and consultants**
- **MDOT must review current procedures, organization structure and staffing**
- **Analyze tools for expanded use of CSS including 3-dimensional presentation tools**
- **Encourage local agencies to use CSS**





# Context Sensitive Design

**The Governor's Executive Directive defines Context Sensitive Design as “a collaborative, interdisciplinary approach involving stakeholders for the development of a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility”**



**I-94 Public Hearings**



# Context Sensitive Design

## Transportation

is the common link in the Governor's plan to grow Michigan's economy:

- **Environment**
- **Education**
- **Homeland Security**
- **Health Care**
- **Economic Development**
- **Tourism**
- **Cool Cities**

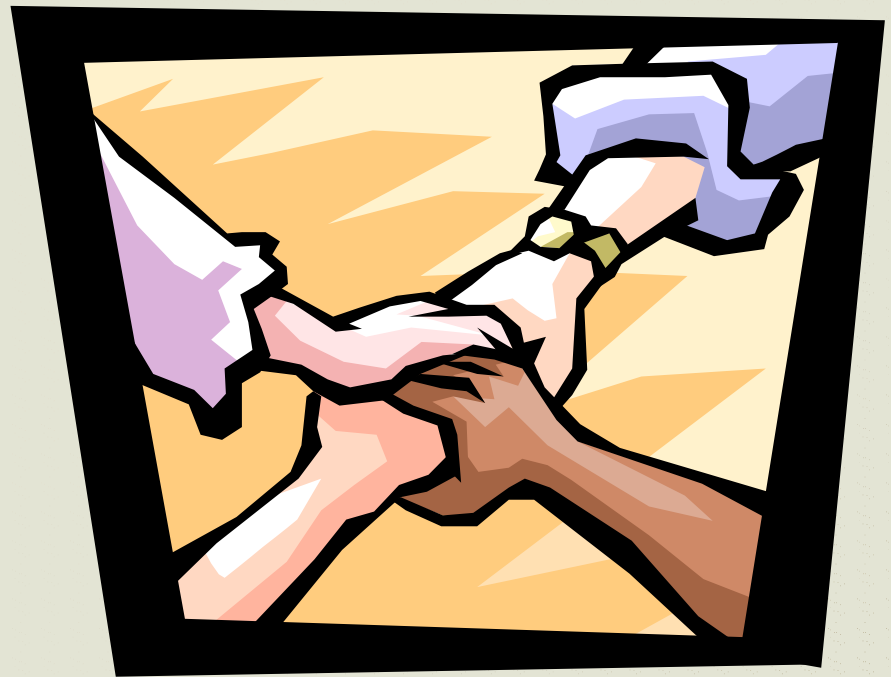


# Context Sensitive Design

## What is happening now?

**MDOT has the right ingredients for a high-quality CSD program:**

- **Federal and state financial resources**
- **Strong project development process**
- **Early and continuous involvement-based public engagement process**







# Context Sensitive Design

## Aesthetics Policy Encourages Innovative Design

### **Eight types of aesthetic project opportunities:**

- **Landscape treatment opportunities**
  - Aesthetic
  - Environmental
  - Functional
- **Streetscaping opportunities**
- **Site or corridor management plans**
- **Scenic easement acquisitions**
- **Scenic turnout sites**
- **Structure removal or improvements**
- **Vegetation management opportunities**
- **Land form improvements**



# Context Sensitive Design

**Since 1992, MDOT has awarded \$200 million in Transportation Enhancement Program grants**



**Landscaping along trunkline**



**Bikepath**



**Preservation of depot**



# Context Sensitive Design

**Over the past 11 years, MDOT has contributed \$6.5 million in match money through the Transportation Enhancement Program toward \$32.7 million in nonmotorized projects which benefit pedestrians, bicyclists and other forms of non-highway transportation**

**Pedestrian facilities along trunklines**

**Nonmotorized facilities as part of a trunkline**







# Context Sensitive Design

Develop designs that meet the needs of specific sites rather than using standardized solutions

**Jackson Pedestrian Alley**



**M-22 Glen Arbor Bridge,  
Leelanau County**



# Context Sensitive Design

## Beulah Bridge, Benzie County

- **Accommodates a bikepath**
- **Local input regarding the look of new bridge**





# Context Sensitive Design

- **Aesthetic concerns can be addressed by use of natural material to blend with the landscape**
- **Using architectural features to create a unique appearance**





# Context Sensitive Design

- **CSS does not have to be expensive or complex**







# Context Sensitive Design

- **Striping of existing roadway to channel traffic**





# Context Sensitive Design

## Access Management

- **Manages location design and type of access to property**
- **Between 2000-2003, over 800 local officials, planners and citizens have attended workshops**
- **Results in safer roads and allows aesthetic improvements**







# Context Sensitive Design

M-72 looking east after Access Management and widening

**New curb and gutter define driveway locations making it less confusing and safer for customers**



**Multiple businesses share common driveway and parking lot**





# Context Sensitive Design

Every MDOT project receives environmental review and mitigation as required by law

**Erosion control incorporated into road design protects the environment**



**Mitigation of all unavoidable adverse wetland impacts**





# Context Sensitive Design

## Continuous Improvement

- **Interdisciplinary internal working group to examine balance issue**
- **Work with stakeholders to enhance and/or add guidelines**



# Context Sensitive Design

## Desired Outcomes

- **Draft CSD policies, procedures and guidelines, Fall 2004**
- **Consensus on measures of success**
- **Reporting process to stakeholders**